

Details.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

STEAMERS		TO SAIL.
KUDAT and SANDAKAN.....	" BORNEO"	THURSDAY, 10th May, 9 A.M. Capt. F. Schmid
YOKOHAMA and KOBE.....	" PRINZ SIGISMUND"	About MONDAY, 30th May. Capt. D. Leuz
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	" DERFLINGER"	WEDNESDAY, 1st June, Noon. F. Prosch
SHANGHAI, TSINGTAU, NAGA, SAKI, KOBE and YOKOHAMA.....	" YORK"	About WEDNESDAY, 1st June. Capt. J. Randermann
BOURNE		

For further particulars, apply to:

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st May, 1910.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft. Width of Entrance... 80 ft. Water on Blocks.... 18 "

NO. 2 DOCK.

Docking Length..... 376 ft. Width of Entrance... 50 ft. Water on Blocks.... 16 "

NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)
Docking Length..... 481 ft. Width of Entrance... 63 ft. Water on Blocks.... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Capitols and Owners is respectfully called to the same, as offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent purchase for dealing quickly and cheaply with work and a large stock of material is always on hand (plate, angles and tail shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I., and Walkers.

Yokohama, April 28th, 1910.

For Sale.

FOR SALE.

Steam launches, Steel lighters, Wooden lighters, Steam Cranes (travelling and stationary), Steam hoists, Lidgerwood steam pile driver, Diving pump and dress, Hand grabs, Capstan, Hand winches, Driving pulley, Bolts and Nuts, Hook bolts, Clutch bolts, Barrel bolts, Galvanized spikes, Pile shoes, Chain hoists, Iron and Brass screws, Differdange piles, Rolled Steel joists, Steel channels, Corrugated iron roofing, Roofing washers, Angle iron, Cast iron columns (suitable for building construction), Whitewashing machines, Canvas sewing machine, Patent Fire escape, "Well's" light, "Kitson" light, Acetylene lamps, Hand pump, Theodolite and levelling staff, Ronco duplicator, Comptometer, Telescope (on tripod), Office desks and cupboards.

Apply to

GEO. P. LAMMERT.

Hongkong, 3rd May, 1910.

FOR SALE.

AT
G. R. A. C. & CO.
27, DES VŒUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

&c., &c., &c.,

Inspection invited.

Hongkong, 12th January, 1910.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

18, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2d September, 1910.

BULLION.

Messrs. Samuel Montagu and Co.'s Circular dated London, April 28, contains the following:-

Gold.—The arrivals of bar gold amounted to £750,000, the greater portion of which was acquired by the Bank of England on the same terms as last week, and the remainder was shared between India (£359,000) and the Continent.

The Bank of England has at last been successful in attracting gold on a large scale. The details below indicate substantial arrivals of gold coin from New York, which will be supplemented by still larger amounts on the way, both from New York and Paris. In view of the firm tone of the American exchange, the Bank reduced their price for gold coin one penny per ounce.

The Bank has received the following amounts from abroad:-

April 21, £ 25,000 in bar gold.

" 21, 154,000 U. S. Gold coin from Paris.

" 22, 16,000 " bar gold.

" 22, 5,000 " sovereigns from Australia.

" 23, 1,000 " sovereigns from South Africa.

" 23, 6,000 " bar gold.

" 26, 16,000 " bar gold.

" 26, 8,000 " French gold coin.

" 26, 616,000 U. S. Gold coin.

" 27, 73,000 " bar gold.

April 22, £ 10,000 in sovereigns for Gibraltar.

" 22, 200,000 " sovereigns for South Africa.

" 23, 100,000 sovereigns for South Africa.

" 23, 5,000 " sovereigns for Straits Settlements Reserve.

" 26, 5,000 sovereigns for Trinidad.

The net influx during the week is £68,000. The sum of £175,000 from Australia, and £40,000 from Egypt, were set aside for the Indian currency reserve as pre-arranged, and it was announced that £30,000 due from Australia on May 21 and £60,000 from Egypt on May 7 have been purchased by the Secretary of State for India who since March 17, including parcels not yet arrived, has accumulated £1,385,000 for this purpose.

Silver.—The market continues in good health. Last Friday there was a sharp squeeze by the "bears" in Bombay, and the spot quotation fell 1/-d. from 61/- to 63/- rupees per 100 rials, whilst the price of silver, shipment from London, merely moved up 1/- from 63/- to 62/-d. Orders from that market and elsewhere came freely to this side; the London price responding by an advance to 24/-d.

At this quotation supplies have been large; nevertheless the demand swept them off so readily that the price again advanced yesterday to 25/-d. and to-day reached 25 1/2/-d. a quotation not exceeded since July 26, 1908, when 25 pence was recorded.

We may point out that during the past seven weeks the price has risen practically without a break, and to-day's quotation shows an advance of 6/- per cent in duty-free countries, and 17 per cent in India. This in spite of sales on an abnormally large scale estimated at over £3,000,000. The position at present is that, although China is nearly sold out of this side, and the stock of silver in Shanghai has not increased, the demand seems to be as keen as ever.

We feel, however, that we ought to call your attention to the strange fact that, in spite of all this buying, both in "spot" and "forward" very little has, as yet, actually been shipped.

A shipment of 360,000 oz. was made from San Francisco to the Far East.

Messrs. Mocatta and Goldsmiths' Circular dated London, April 29, says:-

The price of silver, which was 24/-d. on the date of our last circular, has advanced during the week to 24 1/2/-d., which is the highest quotation since June, 1908; and although to-day there has been a slight reaction to 24 1/3/-d., the undesign of the market is good and there are no signs of any serious relapse at present.

The recent buying, which has been on a very large scale and has caused the rise of 1/-d. per oz. during the last few weeks, is thought to be largely speculative by Indian operators in view of the possibility of the Indian Government buying later in the year; but whether speculative, or for consumption less remote, a continuation of this buying may cause a further advance.

The China rates have continued to harden in sympathy with silver, and there have been no large sales by China in this market, though we hear of sales and shipments direct to Bombay.

Gold has been in slight demand for the Continent, but the Bank of England secured a fair portion of this week's arrival.

During the week the Bank has received £1,369,000 in bars and coin, of which over £1,000,000 was in U. S. Eagles, whilst sovereigns to the value of £100,000 have been withdrawn for South Africa.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

■ ■ ■ ■ ■

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 5, DES VŒUX ROAD CENTRAL.

The only shop in Hongkong with this name

WHERE HIGH-GLASS FURNITURE of every description can be made to order in any design required.

It has been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and others.

whose reference can be made to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write us.

We have pleasure in stating that Mr. Li KWONG LOONG furnished the Aspero to our Dispensary and gave us every satisfaction.

(54) A. S. WATSON & CO.

25th May, 1910.

ORDERS generally attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st August, 1910.

Public Companies

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vœux Road Central, on SATURDAY, the 28th day of May, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year ending 30th April, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th instant to and June next, both days inclusive.

JOHN D. HUMPHREYS & CO., General Managers.

Hongkong, 19th May, 1910. [18]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ANNUAL ORDINARY GENERAL MEETING of this Company (since its Registration) will be held at the Offices of the Company in Alexandra Buildings, on TUESDAY, the 31st instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 31st December, 1909.

The REGISTER OF SHARES will be CLOSED from THURSDAY, the 26th inst, to WEDNESDAY, the 1st June, both days inclusive, during which period no transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 21st May, 1910. [19]

Notice of Firm.

NOTICE.

CHINA COMMERCIAL TRADING COMPANY, Merchants and Commission Agents, have this day been established at No. 53, QUEEN'S ROAD CENTRAL, and Floor.

Dated the 3rd May, 1910.

LO YUK KEE, Manager.

FRIDAY,

the 27th May, 1910, at 2 P.M., at "Gooloom" Conduit Road.

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED, comprising:- CHIPPENDALE SOFA and CHAIRS, TEAKWOOD SIDEBOARDS with BEVELLED GLASS, TEAKWOOD DINING TABLE and CHAIRS, MOROCCO-COVERED EASY CHAIRS, DOUBLE BRASS BEDSTEADS WITH WIRE and HAIR MATRESSES, BEVELLED GLASS, TEAKWOOD WARDROBES WITH BEVELLED GLASS, OVER-MANTELS, WASHSTANDS, CANTON CARVED BLACKWOOD BOOKCASE, CURIO STANDS, MARBLE-TOP BLACKWOOD FLOWER STANDS, ENGRAVINGS, a QUANTITY OF JAPANESE and CHINESE CURIOS, AXMINSTER CARPETS, GLASS, CLOKES, CLOKES, K.P. WARE, LAQUERED TEA TOYS, SILK-EMBROID

Intimation.

Powell's

28, QUEEN'S ROAD.

GENT'S

HELMETS

FINE QUALITY

INDIAN PITH

Covered English Felt
in White and Grey.

FEATHER- WEIGHT.

THE

"SINGAPORE"

made of Rubber, covered white affords splendid protection.

THE

"SHIKAR"

Cork and Gossamer in white with puggaree.

A SMART AND USEFUL HAT.

"PIGSTICKER"

in Khaki Silk Alpaca.

A reliable helme for those continually exposed to the sun.

BEST QUALITY
GOODS ONLY.

W.M. POWELL, LTD.

28, Queen's Road.

Hongkong, 9th May, 1910.

GREETING AND FAREWELL.

August descendant of the mighty Dead!
Call'd to fulfil thy wild destiny;
With all the heraldic pomp of festal pride,
A Nation's joy, thou wert anointed King.
Child of a rever'd Memory, whose sway
Sixty long years had caused to kilt in one
The peoples of a world wide Empire's might.—

The subjects paused expectant on thy will.
Beneath the far-spread mantle of thy power

The nation's myriad voices sigh'd for peace—
Peace after that stern conflict whose dark shroud

Faded in black night the closing days of her
Who yearn'd heart-broken in her children's loss.—

When, happiest in augury, there shone,
Close o'er thy coming, glimmerings of the Dawn;

To bathe in broadning shafts of golden light,
The destined path for thy unswerving feet.

Noble thy vow! Most sacredly fulfilled!
High arbiter of all the banners' peace!

To whose benignant will and just award,
With sole accord the monarchs bowed assent;

Proud to acclaim thy stablish'd equity.

"Thou noble Justice!" A brief decade

Of years, a slender circle to enclose.

All that aspiring heart designd' of weal!

And yet, instant in thy soliciting,

Heavy'd duovuchs to thy discerning power!

Such weal or prop'rty, thou discerning power!

scarce!

Ten-fold that season hold in its embrace,

Aghast a year, one little year, to quell!

The seething tumult which disturbs thy calm!

Would God it had been so! To weld in one

The opposing factions of divided wills;

To stem th' enveloped tide which lapped thy throne;

And stern before the Empire's machoed set

The bulwark'd destiny of the Imperial sway.

Once more throughout thy capital

resound

The measured tread of thousands' gathering.

No fluttering welcome waves from balcony

Or stooned vantage-site, bedight with gay

Apparelling, to greet the glad approach

Of Britain's legions marshalling for review,

The greatest under thy supreme command,—

Dear God, the last! Between the serried files

And thronging, helms o'er the King moves by.

The King! Ay, still, in death! Proud by

thy side,

In shadowy attendance welcoming,

Passes that mighty Saxon who did first,

With prescient w/ down, from the slips set free

The keels, those far-for-runners of thy Fleet;

He who at Crecy bravely smote thy name

To victory; Harry of Agincourt;

That valorous Queen who, heavenly-girt with

storm,

Hurled to destruction Spain's inviolable hosts;

These, with thy other Royal Progenitors,

Ertwhile, the Generals of their People's state,

In solemn conclave with phantasmal tread

Do marshall thee to thy last resting-place.

Beside the Beloved Dust, And in thy wake

Close-ordered, rank on rank, a glittering Staff

Of England's greatest; kin from overseas,

Chiefest of all, to whom the Nation's hand,

In deep-most sorrow lovingly extends,

The Noble Lady coron'd with grace

And beauty as of old, when yet thy Bride

Radiant she engarnd' to her will

Each loyal service and devoted heart.

Farewell, thou glorious Dead! The ap-

pointed bound!

Is reached, thy lab'ring steadfast to the close,

Rest in thy peace! For thy amput'd Heir—

Carols afar in Heaven's deep azure vault

The soaring bird's immortal song of Hope;

The blossoming promise of an English May.

A. CORNETT-SMITH, in N. O. D. N. W.

May 10, 1910.

SUBSCRIBED IN FIVE MINUTES.

CITY SCENES.

A record rush for shares in new rubber and oil companies led to remarkable scenes in the City.

Banks issuing new prospectuses were besieged by eager crowds, and the lists of several new companies were subscribed many times over within a few minutes of the opening of the doors.

The 25 shares of one new company were shortly afterwards quoted at 125 6d premium, or 65% per cent., and the 1/2 shares of another at 5 to 6 premium, or £100 to £600 per cent. profit.

The wildest rush was outside the Chartered Bank of India, Australia and China, in Bishopsgate, where subscriptions for four of the new companies had to be presented.

As early as 8.30 a.m. an hour and a half before the official time for the opening of the bank, a little crowd clutching prospectuses had gathered on the steps. Directly the door was opened by the step cleaner they surged into the passage to be ready for the opening of the inner door which separated them from the counter.

The bank clerks on their arrival had to force their way through these crowds, which by ten o'clock included halfless City men who had run from their offices; women in crushed millinery, a butcher in his blue smock and many commissioners and clerks.

RESCUED!

In the scramble, at ten o'clock, a man was knocked down and would have been severely hurt had not the senior bank messenger plunged into the crowd and rescued him.

"I was here first!" cried several people together, as the excited applicants climbed on forms and hung on the brass rails of the counter to attract the cashiers' attention. In the wild rub, however, it was impossible to single out the early comers, for some of the late arrivals were more persistent.

Application forms, many with cheques for hundreds of pounds attached, were flung over the rails to the cashiers, who found themselves unable to hand out receipts fast enough.

"Receipts will be sent on by post," they cried to all applicants, who hurried off wondering if they were in the lucky minority who would be allotted shares.

Five minutes after the opening of the bank, the list of one company was declared closed, and at 10.45 the second company was heavily over-subscribed—125% profit.

INTIMATIONS.

INTIMATIONS.

MOTHERS SHOULD KNOW

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anæmia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity, and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anæmia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says:

"CHILDREN ARE THE LEASE, GOOD STOCK, BAKERY AND CONFECTIONERY PLANT, BOOK DEBTS, FURNITURE AND FIXTURES, BEER ENGINES, and ELECTRICAL FITTINGS of the above

Cafe. Offers to be made in writing on or before Noon on WEDNESDAY, the 25th instant, to the undersigned, from whom further particulars may be obtained."

FOR SALE.

THE VIENNA CAFE COMPANY, LIMITED.

AS a going concern the LEASE, GOOD STOCK, BAKERY AND CONFECTIONERY PLANT, BOOK DEBTS, FURNITURE and FIXTURES, BEER ENGINES, and ELECTRICAL FITTINGS of the above Cafe. Offers to be made in writing on or before Noon on WEDNESDAY, the 25th instant, to the undersigned, from whom further particulars may be obtained.

A. R. LOWE, C.A.

Liquidator,
St. George's Building,
Hongkong, 21st May, 1910.

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th May 1910, 100cts. per \$.

BUTCHER MEAT.

Beefsteak & prime cut—Mei Lung Pa

" Corned—Ham Ngau Yuk

" Roast—Shih

" Breast—Ngan Lam

" Soup—Ton Yuk

" Steak—Ngan Yuk Pa

" " Shihlo—Ngan Lam

" " Sauages—Ngan Yuk Chaung

Bullock's Brains—Know

" Tongue fresh—Ngan Li

" " corbed—Ham Ngau Li

" Head—Ngau Tac

" Heart—Ngau Sun

" Hump, Salt—Ngan Kin

" Feet—Ngan Keok

" Kidneys—Ngan Yiu

" Liver—Ngan Con

" Tripes (undressed)—Ngan To

" " " " and Kail—Ngan Chai

Mutton Chop—Young Pai Kwai

" " Lek—Yeung Pei

" " Shoulder—Young Shau

Pigeon Chittlings—Chi Cheong

" Brain—Chi Know

" Feet—Chi Keok

" Fry—Chi Chuk

" Head—Chi Tao

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kee

Pork Chop—Chi Pai Kwai

" Corned—Ham Chai

" Leg—Chi Pei

" Fat or Lard—Chi Yau

Sheep's Head and Fast—Young Tao

" Koal—Yeung Pei

" Heart—Young Sum

" Kidneys—Young Yiu

" Liver—Young Con

Suckling Pig, To Order—Chi Chai

" Stew—Sang Ngau Yau

" Minnow—Sang Yeung Yau

" Vesi—Ngau Chai Yuk

" Sausage—Ngau Chai Yuk Tong

POULTRY.

Intimation.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED
WATERS.

THIS SEASON'S PRICES:

Soda Water (Bimby bottles)	60 "
Potash, Salt & B. P. Soda	60 "
Lemonade	65 "
Tonic Water	75 "
Lithia Water	75 "
Ginger Ale	75 "
Sarsaparilla	75 "
Orange Champagne	75 "
Lemon Squash	75 "
Raspberryado	75 "

SPECIALTIES:

Stone Ginger Beer	85 Cents
Dry Ginger Ale	Pints 5/-; Splits 6/-
Lime Fruit Chai	"
pina	Pints 5/-; Splits 6/-

Bottles will be charged for at the Rate of \$1.10 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.,
LIMITED,
HONGKONG and KOWLOON.

Hongkong, 30th April, 1910. [28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$86 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional Subscriptions, for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 24, 1910.

HOW TO LIVE IN THE TROPICS.

Dr. Lichman's little book, translated by Miss Falcke and amplified by Dr. Newham, is so useful that not only those who are situated in places without a doctor will find it instructive. It is above all brief, one of the greatest virtues in such a work. It does not pretend to be an encyclopaedia, but is intended to benefit those whose business or pleasure may take them to tropical countries, and therefore gives concisely the correct information as to what to do and what not to do in almost all emergencies occurring in the Tropics. The author tells us that the consequences of living in a tropical climate are—

- (1) Increased perspiration.
- (2) Increased thirst.
- (3) A tendency to constipation.
- (4) A somewhat increased activity of the heart.
- (5) A tendency to slight enlargement of the liver caused by (3).

He then details the particular rules for living which are necessary to counteract these effects, namely, rules about 1. Food, 2. Drink, 3. Sleep, 4. Dwelling, 5. Clothing.

baths and other comforts. With regard to food a necessary warning is given against savouries such as anchovies, etc., which induce thirst. We have noticed that the strongest and healthiest people in the East are those who never touch spiced or peppered or salted food, and who no matter how greatly tempted deny themselves all curries and all dainties which induce thirst. The greatest moderation in drinking any kind of liquid is enjoined. Now this sounds a counsel of perfection, but *crede experto*: drink as little as possible of anything and nothing of any kind of concentrated alcohol; and you have a rule which, conjoined with the other regarding food will preserve you from a great number of the usual discomforts, and sicknesses of hot climates. We know of several people, who formerly accustomed to drink freely at all hours of the day, succeeded in less than a week in controlling the painful thirst that afflicts everyone in the heat. Light red and white wines mixed with boiled water or soda water are forbidden, but we are warned that much soda water inflates the bowels. Beer is absolutely forbidden. This sounds hard, but it is part of the price we have to pay for living out here. We have our choice between home or suffering sooner or later from troublesome ailments and sometimes dangerous diseases. An interesting chapter on malaria explains this wretched curse, its origin and treatment, and how to prevent it personally and generally. Stress is laid on the necessity of taking quinine as a prophylactic. In districts where mosquitoes are a veritable plague, nets and gloves should be worn. It is particularly necessary to protect the regions of the neck and ankles at evening time. Of course, mosquito nets must always be used, and if within the bounds of possibility one should retire into a mosquito screened apartment at 6 p.m. This is usually "beyond the bounds of possibility" for most of us, but we quote it to show how important it is to avoid being bitten by mosquitoes. There are valuable hints on blackwater fever, dysentery, plague, cholera, etc. Advice as to skin-diseases, rheumatic-itch, etc., is given, as well as about water supply, milk, and other matters of importance. Our own long experience of life in hot climates corroborates every word of this useful little work, but why should the author, or authors, make us smile, though somewhat ruefully, at such a naive remark as "No children should be taken to live in a district where malaria is common." Alas! in which district, out here for instance, is it not common?

LOCAL AND GENERAL.

TO-DAY being Empire Day, the local Courts were closed to business.

ENGINEER-Lieut. F. B. Jaques has been appointed to the *Monmouth*, to date April 16.

CAPTAIN C. J. Eyes has been appointed to the *Jamar*, and as commander, second class, to charge at Hongkong, to date 14th ult.

Mr. Francis Piggott (Chief Justice, Hongkong) was among a large number of guests entertained at dinner on 24th ult. the Grand D. in Easterbrook, by the treasurer, Mr. Peimbock Stephens, K.C., and the Master of the Bench of Lincoln's Inn.

SHANGHAI experienced one of the most severe thunderstorms of recent years on Saturday night. The rain came down in sheets, the thunder was terrific and the lightning flashes were extremely vivid. Shortly before eight o'clock a bolt of lightning struck the lightning rod of the Hongkow Bell tower and ran off into the ground. The tower watchman received a slight shock. The bolt as it struck the ground connected with the station telephone wires and started all the bells ringing.—*Mercury*.

The marriage of Vice-Admiral the Hon. Sir Hedworth Lambton, who has just relinquished the command of the China Squadron, brother of the Earl of Durham, and Viscountess Chelsea, widow of the late Viscount Chelsea (elder son of Earl Cadogan), took place quietly on 18th ult. at St. Paul's, Knightsbridge. The service was choral, and the ceremony was performed by the Rev. H. E. Gamble, rector of Holy Trinity, Sloane-street, and the Rev. F. L. Boyd, vicar of St. Paul's. Lord Allington gave his sister away. She was married in a costume of pale blue satin charmeuse, the bodice trimmed with cream lace, and having a yoke of fine cream, while the also wore a large pale blue straw hat, adorned with a long pale blue ostrich feather, and her ornaments included a necklace of pearls. Colonel the Hon. William Lambton, brother of the bridegroom, was best man, and among the few relations and friends present at the church were the Duchess of Buccleuch, the Earl of Abercorn, the Earl of Durham, Lady Wolverton, Lady Oswald, Lady Fargher, Lord and Lady Robert Cecil, Lady Evelyn Baring, Anne Lambton, Hon. Gland and Mrs. Lambton, Master Hedworth Lambton and Miss A. Lambton, the Hon. George and Mrs. Lambton, the Hon. D'Arcy Lambton, the Hon. Francis Lambton, Sir Charles and the Hon. Lady Hardinge, Admiral of the Fleet Sir Charles Holman, Captain Grindell, R.N., Captain Clinton Baker, R.N., Commander F.O. Lewis, R.N., Mrs. Percy Bennett, Mr. C. G. Barrington and Mrs. Barrington. The wedding party afterwards met at Lord and Lady Allington's house in Portman-square, where luncheon was served before the departure of the bride and bridegroom for their honeymoon tour.—*L. & C. Express*.

The marriage of Vice-Admiral the Hon. Sir Hedworth Lambton, who has just relinquished the command of the China Squadron, brother of the Earl of Durham, and Viscountess Chelsea, widow of the late Viscount Chelsea (elder son of Earl Cadogan), took place quietly on 18th ult. at St. Paul's, Knightsbridge. The service was choral, and the ceremony was performed by the Rev. H. E. Gamble, rector of Holy Trinity, Sloane-street, and the Rev. F. L. Boyd, vicar of St. Paul's. Lord Allington gave his sister away. She was married in a costume of pale blue satin charmeuse, the bodice trimmed with cream lace, and having a yoke of fine cream, while the also wore a large pale blue straw hat, adorned with a long pale blue ostrich feather, and her ornaments included a necklace of pearls. Colonel the Hon. William Lambton, brother of the bridegroom, was best man, and among the few relations and friends present at the church were the Duchess of Buccleuch, the Earl of Abercorn, the Earl of Durham, Lady Wolverton, Lady Oswald, Lady Fargher, Lord and Lady Robert Cecil, Lady Evelyn Baring, Anne Lambton, Hon. Gland and Mrs. Lambton, Master Hedworth Lambton and Miss A. Lambton, the Hon. George and Mrs. Lambton, the Hon. D'Arcy Lambton, the Hon. Francis Lambton, Sir Charles and the Hon. Lady Hardinge, Admiral of the Fleet Sir Charles Holman, Captain Grindell, R.N., Captain Clinton Baker, R.N., Commander F.O. Lewis, R.N., Mrs. Percy Bennett, Mr. C. G. Barrington and Mrs. Barrington. The wedding party afterwards met at Lord and Lady Allington's house in Portman-square, where luncheon was served before the departure of the bride and bridegroom for their honeymoon tour.—*L. & C. Express*.

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

Mercantile Marine Guild,

Liverpool.

Your obedient servant,

(Signed) R. C. HERON-MAXWELL,

The Secretary,

BANKRUPTCY IN THE STRAITS.

DECREASE OF INSOLVENCY IN PENANG AND SINGAPORE.

The annual report on the Bankruptcy Department for 1909 is published as a supplement to the *Gazette*. The report bears date February 14, and is signed by Mr. D. Beatty as acting official assignee, who is now on leave. The financial statement (Singapore and Penang) shows receipts \$41,770, expenditure \$18,708. The revenue in Singapore for 1907 exceeded that of 1908 by \$7,476, the highest recorded since the ordinance came into operation. In Penang the increase of expenditure over 1908 was \$1,434. The revenue in Penang shows an increase over that of 1908 of \$986 the revenue exceeding the expenditure by \$1,612.

In Singapore there was a remarkable decrease in the number and importance of the bankruptcies with a consequent decrease in the amount of insolvency, the revenue earned being chiefly in respect of bankruptcies which occurred in 1908 and the preceding years. There was also a decrease in the number of bankruptcies in Penang.

THE YEAR'S WORK.

In Singapore, there were issued in 1909 133 bankruptcy notices as against 242 in 1908. Receiving orders were made in 64 cases as against 100 in the previous year, 43 on creditors' petitions and 19 on debtors' petitions; the total number of petitions presented having been against 151 in 1908. In Penang, there were filed 76 bankruptcy notices, which resulted in the filing of 56 petitions—53 by creditors and three by debtors; 25 receiving orders were made.

In Singapore four interim receiving orders were made; receiving orders were subsequently made in two cases, and of the remaining two one was dismissed and one withdrawn. In Penang four interim receiving orders were made, of which two were withdrawn. In Singapore there were three compositions approved by the Court. Six deeds of arrangement were registered in Singapore, and thirty-three summonses for discovery were issued in respect of 27 estates; 32 were served; of these 27 were proceeded with or pending at the end of the year, the remainder being withdrawn. In Penang, twenty summonses were issued in respect of one estate; twelve were served, of which five were proceeded with and seven withdrawn. In Singapore, ten orders were made for monthly payments by debtors of portion of their salary to the official assignee for the benefit of their creditors. The District Court made ten administration orders under section 99; no order under this section was made by the Supreme Court. In Penang, three orders were made by the Court under section 50 for payment of monthly instalments by the debtors from their salaries for the benefit of the creditors.

On application made by the official assignee in Singapore warrants were obtained under section 24 against six persons in five bankruptcies; of these three were executed. One warrant was issued by the Police Court under section 103, but the debtor was not found. In addition to the difficulty referred to in paragraph 2 of the 1909 report, there is a further difficulty that a Supreme Court warrant under section 24 has no force outside the Colony and to obtain a police court warrant under section 103 proof is required both of the fact that the debtor has quitted the Colony and of the fact that he has done so within three months next before the presentation of a bankruptcy petition against him or service of a debtor's summons on him. There were five criminal prosecutions in Singapore, but none in Penang. Ten orders were made in Singapore to undergo imprisonment under section 107 (a).

THE TURNOVER.

In Singapore, the gross estimated liabilities were \$775,579 as against \$5,186,332 in 1908, and the gross estimated assets were \$146,736, as against \$1,64,270 in 1908. The gross assets realized were \$10,666, as against \$436,835 in 1908. The estimated loss in Singapore amounted to \$618,942, and the estimated loss per annum was \$61,08 per centum as against \$17,33 in 1908.

In Penang, the gross estimated liabilities in cases where statements of affairs were filed amounted to \$87,944 as against \$1,35,056 in 1908; the gross estimated assets totalled \$76,620 as against \$314,051 in 1908; in those cases the gross assets realized amounted to \$27,140 as against \$2,488 in the preceding year, that is 3.1 per cent. of the estimated liabilities as against 5.5 per cent. in 1908.

In Singapore, 71 debtors were affected by the 62 receiving orders made. Their nationality was as follows:—Europeans one, Eurasians seven, Chinese forty-nine, natives of India nine, Singhalese one, Japanese two, naturalized Japanese ('Chinaman') one, Straits-born Muhammadan Tamil one. Of the 47 Chinese fourteen were Hokkiens, eight Teochus, two Khebs, four Cantonese, 17 (including one woman) Straits-born and four unknown. In Penang, three Eurasians, 14 Chinese, five Indians and two Malays were adjudicated bankrupts during the year.

COMMENTS.

Under General, Mr. Beatty remarks:—The statements of affairs from which they were taken, are for the most part made out in a very optimistic spirit, show that the extreme depression in the local market, existing in 1908, began to pass off in the year under review; the position appeared to improve slowly throughout the year, native traders having learnt from the experiences of 1907 to restrict credit with the exporters. It must also be remembered that the weakest financially of the native traders had been weeded out by the events of the preceding year. A feature of the number of the bankruptcies occurring in 1909 was that no action was taken against debtors until they had ceased to trade or failed for some time; they had, therefore, the opportunity of collecting their good debts before their affairs had come into the hands of the official assignee which made the work of the office in realizing assets more difficult. A number of debtors absconded when their shops were seized by the sheriff or the bailiff of the District Court, and bankruptcy proceedings were taken to insure that the property seized should be saved for all the creditors.

In Singapore one estate came into the hands of the Official Assignee under Chapter XLV of the Civil Procedure Code; it was fully administered. The Assistant Official Assignee, Penang, dealt with seven estates under the same chapter.

Attached to the report are various useful appendices and details of the receiving orders made in each Settlement.—*Straits Times*.

THE TYPHOON IN KOBE.

WRECK OF AN O.S.K. STEAMER.

GREAT LOSS OF LIFE.

The typhoon experienced in Kobe on Tuesday night (10th instant) appears to have had a widespread effect, and although, as already noted, Kobe city and harbour happily escaped with comparatively slight damage, other places along the coast, less well protected, have suffered severely. The coast of Kishu, or Wakayama prefecture seems to have suffered most. Besides numerous wrecks of fishing boats, one serious shipping disaster at least has occurred in the wreck of the O.S.K. steamer *Wickey-maru*, 50 tons, involving the lives of over fifty persons.

The vessel was lost in the port of Susami, Nishi-muro district. A Wakayama dispatch states that the steamer, which left Osaka at 4:30 p.m. on the 9th instant for Atsuta, duly arrived at Wakayama and left there at 8 a.m. on the 10th instant. When off Susami she encountered a heavy gale, and took shelter at Susami. The gale developed into a typhoon, and the shelter, being insufficient, the steamer was overwhelmed and sank at 3:30 a.m. on the 11th. The steamer carried 4 first class, 13 second class, and 34 third-class passengers—51 in all. Of this number 15 were rescued, the remaining 36 being all drowned or missing. Of the crew numbering 33, as many as 18, including the captain, are drowned or died 80 bags of mails, of which 11 only have been saved.

A report on the disaster from the Tanabe Police to the Central Police at Wakayama says that while lying at Susami on the morning of the 11th instant the *Wickey-maru* dragged her anchor owing to the high seas and struck against a rock. As a result a large hole was stove in the bottom, and the vessel rapidly made water and sank. The surviving passengers and members of the crew are being taken care of in a temporary shed, while a search is being made by the police and villagers for the bodies of those missing, but the operations are greatly hampered by high seas. Up to 11 a.m. on Wednesday (11th) only six bodies had been recovered.

A telegram reaching the head office of the Osaka Mosen Kaisha at 3:40 p.m. on the 11th states that 16 out of 55 passengers and 15 out of the crew numbering 34 have been rescued. Mr. Matsusaki, head of the account department, Mr. Hashimoto, Superintendent Captain, and four employees of the company proceeded to Susami by the *Aichi-maru* on Wednesday afternoon. A doctor of the Takasuya Hospital, Osaka, and another attached to the Seamen's Aid Society in Osaka, also proceeded to Susami by the same steamer.

Captain Mayeda, aged 53, of the "Wakayama-maru," who went down with the steamer, leaves a wife, a son aged 15, and a daughter aged 9; to mourn his loss.

STRANDING OF TWO TORPEDO DESTROYERS.

The two torpedo-destroyers *Shikinami* and *Makigumo* were driven ashore at Tsu, Mie prefecture, in Ise bay, during the typhoon. It appears that the two destroyers, together with the cruiser *Iki*, rejoined at Tsu at 5 p.m. on the 10th inst., from target practice of Aogiri in Ise bay. The destroyers anchored about 2½ miles off shore, and the *Iki* about 5 miles outside the harbour. Shortly after 11 p.m. a violent easterly gale, accompanied by rain, blew up, and huge waves dashed against the vessels. The destroyers were thrown into a very dangerous position, and measures to secure the boats were taken. By 2 a.m. the force of wind had increased and the anchors of the vessels dragged. The auxiliary anchors were let go, but failed to hold, so that the engines had to be put in motion. These measures proved fruitless, however, and in about half-an-hour the two boats were blown on shore near the northern breakwater of the port of Niigata, and became fast on sand about five yards from some houses on the beach. The crew of the two boats worked hard, in the face of the high waves which were rolling in, and secured the boats with hawsers and timbers. The *Shikinami* had her mast, with the wireless telegraphy apparatus, broken, and lost a torpedo, while her steering gear was thrown out of order. She now lies embedded in over 5 feet of sand. The *Makigumo* also had her engine and mast damaged and now lies in a similar position. The electric lights on the *Shikinami* went out and her crew had to work in the dark. One of the sailors sustained a heavy blow in the side from a portion of the engine, and had several ribs broken. It is believed that about twenty days will be required to refloat the boats.—*Japan Chronicle*.

SHAKE IN A BARBER'S SALOON.

REMARKABLE STORY FROM SHANGHAI.

The following interesting account appears in one of our Shanghai contemporaries:—

Once every year newspapers are supposed to follow the time-honoured precedent of giving their readers a "big gooseberry" to swallow. Sea serpents have ever been favourites, but here in Shanghai journalistic ambition has had to be curbed, and it is seldom that anything more interesting than a shake comes along. Yesterday evening while a hair-dresser was performing his tonsorial operations in an establishment near the mouth of the Spoochow Creek quite a scare was created among the patrons by the appearance of a large reptile in the saloon. An eye-witness describes it as well over eight feet in length and of a silvery colour, but so demoralized do the onlookers seem to have been that they failed to discover how it made its entrance. Whether the proprietor combined the profession of snake-charmer with that of hair-dresser is not known, but in a very cool manner he persuaded the snake to coil itself round a bamboo. Having done so he shouldered the stick, and trotting to the creek deposited bamboo, snake and all into its waters, and without loss of time returned to the practice of his art. The snake has not been seen since, but being probably bred to the water did not dislike immersion.

HALLEY'S COMET.

OBSERVATIONS AT MANILA.

A long-cherished scientific belief in the solid composition of the nuclei of comets was relegated to the dust-heaps of discarded astronomical theories this morning when Father Jose Algue and his assistant, Father John Comillas, failed to discover a single trace of solid matter in the head of Halley's comet during its passage before the face of the sun, says the *Manila Times* of 19th inst.

Despite a thin layer of clouds, conditions were favourable for the observations of the scientists. The intense light of the sun was shaded by the presence of three natural sun-spots which would have made the detection of solid masses in the nucleus of the comet a comparatively easy matter.

But although the two observers stuck to their posts for almost three hours from before nine till after eleven o'clock they could find no trace of solid matter of the only part of the comet which the world knew.

Their observations have put an end to the scientific fear of the result of a collision between the earth and the head of a comet. Scientific dread of these world visitors to our planetary system has been laid away forever.

The observers worked steadily from three o'clock this morning until after the comet had passed from the sun's face. Every available search, for any new 'Ice's which might spring up upon cometary laws.

Mr. Mirador Observatory at Baguio, where Father Coronas is in charge, was equally busy, as was the little observation tower at Antipolo where Father Baderia is making observations of the magnetic storm, now in progress.

At an early hour this morning, the comet presented the spectacle vouchsafed to mankind in historic times, according to the astronomers. Its length exceeded 115 degrees, the longest ever observed since astronomers first recorded the visit of comets.

Shortly before five o'clock the tail was swerving toward the earth at a velocity inconceivable to the human imagination, its flaming particles curved into the form of a protecting arm, and in a few moments the atmosphere of the world was seethed with the dilute particles that compose it.

Outside of the observers, not a person in Manila felt or realized the hour in which the king of comets entered our atmosphere. At two o'clock this afternoon the last particle of comet dust swept out of the earth's influence on its long journey back into space.

It is believed that magnetic storms caused by the proximity of the comet were responsible for the failure of the electric current in Melaka last night. Lights were out for some time and street cars were stopped for a few minutes.

Native fear of the comet reached a climax when the electric cars were forced to stop, as the stoppage came immediately after a loud clap of thunder, and many of the occupants of the cars, remembering the proximity of the comet, knelt in the cars and prayed for their safety.

The comet has come and gone, but for the next few weeks it will be the greatest astral spectacle of the world's history. Stretching over two-thirds of the sky, it will light up the heavens as they have never been lighted before.

THE CRIME OF KIDNAPPING.

WHOLESALE TRAFFIC IN CHILDREN.

In view of the fact that the offence of kidnapping is rife in the Colony, the following report taken from the *English Mercury* of the 14th inst. affords food for reflection:—

An extraordinary scene was witnessed at the Central Police Station this morning when twenty-seven kidnapped children were taken there for the purpose of identification. They were brought to Shanghai by the I.C. steamer *Hongkong* from Swatow where the authorities had been collecting them for several weeks.

As is unfortunately too well known a lively traffic in children exists between Shanghai and the southern ports, and these children, having been kidnapped in Shanghai or up country, had been smuggled down to Swatow in various steamers. To charge of them at various times three men and two women were taken into custody, and the whole crowd were sent to Shanghai under escort. On arrival here they were taken in charge by Det.-Sub-Asst. Burrows and taken to the Central Police Station.

Here as soon as it became known that they had arrived an anxious crowd assembled at the gate, and among the throng were several women who had evidently lost their children. These were permitted to come in and, long and earnestly they scanned the faces of the children as well as looking for some special mark of identification, but their efforts were destined to disappointment. While the children were being fed, and some of them needed nourishment badly several of the bystanders obtained snapshots of the curious spectacle. On the whole they were a miserable looking lot, and it was evidently in one or two cases that either through the treatment they had received since being stolen from their homes or on account of disease death was not very far distant. They are spending the week-end in the Mixed Court, and on Monday their case will be presented to the court when the men and women taking part in this dreadful crime will be charged.

The directors recommend that a final dividend of 100% making 105% for the year, be paid. Leaving a balance to be carried forward of £175,431 16s.

During the year, at the invitation of the directors, Mr. Noel Trotter accepted a seat on the Board. The retiring directors are Mr. Noel Trotter and Mr. John Anderson, who being eligible, offer themselves for re-election. The auditors, Messrs Lewis and Mounsey, also retire, and offer themselves for re-election.

PROPERTY for sale, surrounded by rubber, five years old, sounds attractive, until it is realized that the "property" in question is the office camp, which has seen five years' hard wear, and is surrounded by a strong, andy umbrella ring," as the hawkers say.

Friday, 27th May.

Mr. Porter, of the staff of "The Times," is on a visit to Peking. His mission to Japan, which is now completed, was connected with the publication at an early date of a special Japanese edition dealing with industrial, artistic, economic and commercial matters. It is a socio-political publication. It is printed in English and will consist of eighty-eight pages.

Mr. Porter's visit to Japan has given rise to various reports regarding his work, but they are without foundation.—*Al. G. D. News*.

WATER POLO.

OPENING MATCH.

The opening match of the season will take place to-morrow afternoon at 6 o'clock in the Naval Ordnance Chamber between the Victoria Recreation Club and the "Buffs." The former team will be captained by A. H. Carroll and consists of—A. V. Barro, A. S. Ellis, E. Letts, J. M. Reza Pereira, F. L. Ross, O. A. C. Rodriguez and A. N. Carroll.

ALLBOARD PILOTING WITHOUT LICENCE.

JUDGMENT IN JAPANESE COURT.

In the Osaka Marine Court judgment was rendered in the case in which Captain J. S. Stevenson was charged with having piloted vessels in and out of Nagasaki harbour, without being in possession of the necessary licence, reports the *Japan Chronicle*. The charge states that Captain Stevenson took the *Tenyo-maru* out of the harbour on two occasions, to wit, on November 9th, 1908, and January 25th, 1909, and once into the harbour on January 1st, 1909; furthermore, that he took the *Calvo-maru* into Nagasaki on February 21st, 1909, and the *Minnesota* out of harbour on August 11th, 1909. A second charge was preferred, against Captain Stevenson, that he did not stand in the necessary reports concerning the communications, as provided by law.

Captain Stevenson denied having piloted vessels in Nagasaki harbour, except on one occasion, when the Captain of the *Tenyo-maru* was taken suddenly ill, and as the duty of taking the vessel out of harbour devolved upon him (defendant). As regards the other charge his failure to send in the necessary reports to the authorities was due to the death of Mr. Loxto, the papers in his hands having apparently been lost.

On the first charge, the Court suspended Captain Stevenson's Island Sea pilotage licence for a month, and on the second, reprimanded him. We understand that Captain Stevenson will appeal against this decision.

LINGGI PLANTATIONS, LIMITED.

The following report of the directors and statement of accounts for year to 31st December, 1909, was to be presented at the annual general meeting of the company held in the Lecture Room of the London Chamber of Commerce, on May 2.

The directors have pleasure in submitting their annual report and statement of accounts for the year 1909, in order to pay for the Kamuning Estate and provide working capital, further shares were issued during the year under review, and the capital of the company is now fully subscribed.

Revenue.—The total amount of rubber harvested was 545,519 lbs. The quantity secured in 1908 was 284,873 lbs. The number of trees tapped was 15,760 (including 3,691 tapped for the first time). The average cost of the rubber f.o.b. was 12.4d per lb, and the average net price obtained was 6.18d per lb.

A revenue of £5,325 15s 9d was derived from sales of rubber seeds, tin, etc.

The following tabulated statement may be of interest:—

	1908	1909
Number of trees tapped	79,714	151,796
Average yield per tree	3.57 lbs.	3.59 lbs.
Average cost per lb	12.72d.	11.34d.
Net average price realised per lb.	4.72-5	6/18d.

Kamuning Estate.—This was purchased on 30 December, 1908, and a subsidiary company formed to take it over as from 1st August, 1909.

Cultivated Area.—This has been surveyed during the year. The opened area amounts to 4,350 acres. Reserve 573 acres. Total 10,017 acres.

Estimate for 1910.—The manager's estimate is £50,000 lbs. of which, up to 31st March last 179,000 lbs. had been secured. The manager reports that

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER

SAVING 5 TO 7 DAYS' OCEAN TRAVEL

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to Alteration).

Contacting with Royal Mail Atlantic Steamers.

From Hongkong.

"MONTEAGLE"

TUESDAY, MAY 24TH.

"EMPEROR OF JAPAN"

SATURDAY, JUNE 4TH.

"EMPEROR OF CHINA"

SATURDAY, JUNE 11TH.

"EMPEROR OF INDIA"

SATURDAY, JULY 16TH.

"MONTEAGLE"

TUESDAY, AUGUST 16TH.

"EMPEROR OF JAPAN"

SATURDAY, AUGUST 6TH.

"Emperor"

Stearns will depart from Hongkong at 6 p.m.

"Monteagle"

Arrives with a Special Mail Express Train

and are regarded as second to none on the Atlantic.

"Empress" Steamers on the Pacific

and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Hon. Clerics, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate Steamer and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

REGULAR SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For Steamships

On

SINGAPORE, PENANG & CALCUTTA KUN-SANG THURSDAY, 26th May, Noon.

SHANGHAI BANGSANG THURSDAY, 26th May, Noon.

MANILA LOONG-SANG FRIDAY, 27th May, 4 P.M.

TIENTSIN CHIENG-SHING WED'DAY, 1st June, 4 P.M.

MANILA YUEN-SANG FRIDAY, 3rd June, 4 P.M.

SHANGHAI, KOBE & MOJI FOOK-SANG FRIDAY, 10th June, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Kun-Sang*, *Namkang* and *Fook-Sang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on the Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD

General Managers.

Hongkong, 24th May 1910.

[8]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS

TO SAIL

MANILA, ZAMBOANGA & AUSTRALIA, "CHANGSHA" 26th May, 4 P.M.

SHANGHAI "SHI-OH-SING" 26th

" "

"PAOTING" 27th

" "

"LIYAN" 29th

" "

"Daylight,

CHEFOO & TIENTSIN "HUIJHOW" 29th

" "

"Daylight,

CEBU & ILOIO "KAI-PONG" 31st

" "

"4 P.M.

SHANGHAI "ANHUI" 2nd June, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried.

REDUCED FARES. Cargo hopped through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenow*, *Liman*, *Chinhua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIBRE,

AGENTS.

Hongkong, 24th May, 1910.

[9]

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates:
RUBIS	8540	A. Fraser	MANILA	SATURDAY, 28th May, at Noon, BATOBO, 4th June, at Noon
ZAFIRO	8540	R. Rodger	"	"

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th May, 1910.

[10]

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico; Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA V. KEELUNG, MOJI, KORE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA V. MOJI, KORE AND YOKOHAMA	"PANAMA MARU" Capt.	—	WED'DAY, 20th June, at Noon.

The G. newly built steamers have fair speed. Superior accommodation for steerage passengers.

AMIDSHIP. A limited number of Cabin passengers carried at low rates.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEA
M
FOR

STRAITS, Ceylon, Australia, India,

Aden, Egypt, Mediterranean

Ports, Plymouth and

London.

(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL AMERICA
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Miles' Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 18th May, 1910, at Noon, taking Passengers and cargo for the above Ports in connection with the *DEVANHA*, which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Madras and London, other cargo for London, &c., will be conveyed via Bombay on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent

Hongkong, 16th May, 1910. [14]

"SHIRE" LINE OF STEAMERS,
LIMITED.FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warner, will be despatched as above on or about 25th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th May, 1910. [347]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

ROBBER ESTATE RETURNS.

	Mar.	April	Total
Allagar	3,050	2,400	8,300
Alor Pongau	1,150	1,150	2,300
Alma	600	600	1,200
Anglo Malay	53,167	48,839	201,000
Ayer Moleh	1,344		1,344
Ayer Kuning	200		200
Balgowrie	9,028	8,673	33,904
Banteng	1,464	1,381	5,410
Batu Caves	13,011	2,985	15,996
Batu Tiga	6,300	6,123	12,423
Bertam	1,958	18,000	19,958
Bukit Kajang	2,003	3,257	8,957
Bukit Rajah	41,687	11,537	53,224
Bukit Liutang	2,850	3,000	5,850
Bikam	6,930 (for six months)		6,930
Carey United	8,000		19,550
Castlefield	7,800	2,700	10,120
Changkat Serdang	3,787	3,03	9,596
Cicely	9,625		28,181
Consolidated Malay	24,112	68,183	92,295
Caledonia	16,000		50,760
Damansara	8,834		5,674
Edinburgh	5,800		10,450
Federated (S'gor)	4,473		30,266
F.M.S. Rubber	24,450	29,330	53,780
Gedong	11,500		24,000
Gleately	1,063	2,045	5,603
Glenelg	2,172	2,116	8,110
Golden-Hope	6,101	6,350	12,451
Golconda	12,128		33,737
Harpender	5,100		1,045
High & Lowlands	47,173	41,265	173,438
Inch Keeneth	13,182		37,493
Jugra		7,173	7,170
Khpur Para	9,673		26,343
Kamuning	6,332	5,291	4,614
Kempsey	7,304	2,443	9,747
Kepong	2,9	2,475	7,784
Kuala Klang	1,692		
Kuala Rub.	2,091		5,773
Kuala Lumpur	4,100	38,600	129,910
Labu	16,12	14,710	51,039
Lamberton	2,717	1,818	4,535
Lambur		8,134	32,854
Linggi	1,000	60,103	239,500
Londo (Ass't G.)	9,651	9,374	18,925
Malacca Plant	27,000		81,000
Meten		1,788	1,788
North Hummock	5,67		
Nova Scotia	1,000		16,050
Pajam	1,000	3,300	6,600
Pataling	1,368	28,144	97,744
Pegoh	1,114	3,470	11,285
Perak Plant	8,850		18,112
Port Dickson	611		1,626
Ribu Kubut	4,396		13,720
Rubu	11,000		33,270
Sengat	5,169	5,593	20,020
Selaba	4,423	5,025	14,948
Sungai Choh	3,150	31,300	12,850
Sungei Kapar	19,000		53,000
Sandycroft	6,280	5,000	27,566
Seafield	11,417		28,937
Schongor	33,178		66,781
Seremban	37,140	31,445	110,821
Senawang	5,130	4,195	13,504
Shelford	6,000		15,700
S'pore & Jobore	8,117	8,156	30,995
Singapore Park	4,200	5,300	18,800
Straits Rubber	28,500		
Sugoi Salak	1,805		4,771
Tali Ayer	11,500		31,500
Trafalgar		370	370
Trang	1,084		2,160
United Singapore	1,014	1,302	3,460
Vallambros	170,002	(year to end March)	
[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]			

Shipping.

Post Office.

Only fully pre-paid letters and postals are transmissible by the Steamer Post to Europe.

A. N. S. - *See also* *Steamer Post*.

Swatow, Amoy & Aiping—Per Soho Maru, 23rd April 9 A.M.

May—Shanghai 20th Gen.—S. W. & Co.

Sexia, Ger. s.s. 99, N. Jenken, 23rd May

—Marseilles, 24th April Mails and Geo. M. M.

—M. M.

China, Aust. s.s. 1,868, J. Berguglian, 23rd May

—May—Shanghai 20th Gen.—S. W. & Co.

Sexia, Ger. s.s. 99, N. Jenken, 23rd May

—M. M.

Antret, Ger. s.s. 1,102, Schimpff, 24th May

—Per 7/1/10, 25th May 11 A.M.

Sloborg, Penang and Calcutta—Per Kam-

pong, 25th May 11 A.M.

Dalby 17th May Cons.—M. & Co.

Halmun, Br. s.s. 516, J. W. Evans, 24th May

—Swatow 23rd May Gen.—D. L. & Co.

Kiang Ping, Chi. s.s. 1,222, H. Uddin, 24th

May—Chittagong 19th May Gen.—Tung Lee & Co.

Shanghai—Per Hangchow, 25th May 11 A.M.

Shanghai—Per Asya, 26th May 11 A.M.

Macao—Per Shinkoku, 26th May 11 A.M.

Shanghai—Per Ankai, 26th May, 3 P.M.

Manila—Per Darw, 27th May, 3 P.M.

Unio... 27th May 11 A.M.

Siang, Per 27th May 11 A.M.

Singapore, Penang and Calcutta—Per Par-

CAKA, 27th May 11 A.M.

Macao—Per Sul Tai, 27th May 11 A.M.

Macao—Per Loemeng, 27th May 3 P.M.

Amoy, Ningpo, Chefoo and Nechwang—Per

Pao 10th, 27th May 3 P.M.

Manila—Per Ruei, 28th May 10 A.M.

Shanghai, Nagasaki, Kobe, Shimizu,

Per Chiba, 28th May 10 A.M.

Shanghai, Kobe and Moji—A. Apco, 28th

May 10 A.M.

—C. & C., India—Per Toticordo—Per

Devonka, 28th May 11 A.M.

Macao—Per Sul Tai, 29th May 11 A.M.

Macao—Per 29th May 11 A.M.

SHANGHAI via SIBERIAN Mail to

Europe—Per Linan, 29th May 6 P.M.

Timor, Port Darwin, Thursday Island, Cook

town, Cairns, Townsville, Brisbane, Sydney,

Hobart, Launceston, New Zealand, Mel-

bourn, Adelaide, Dunedin, Perth and Fre-

mantle—Per Empress of Britain, 29th May 11 A.M.

Manila—Per Yuen Tung, 30th May 3 P.M.

Chefoo and Tientsin—Per Kwelchow, 30th

May 5 P.M.

—Per 30th May 5 P.M.

—Per 31st May 5 P.M.

—Per 1st June 11 A.M.

Shanghai—Per Anhui, 2nd May 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Vic-

toria, and Vancouver (B.C.)—Per Empress of

Japan, 4th June 5 P.M.

Keeling, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco (Siberian Mail to Europe)—Per

Per 5th June 5 P.M.

Shanghai, Kobe and Moji—Per Foksan,

1st June 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama

Shimizu, Yokohama, Honolulu, and San

Francisco (Siberian Mail to Europe)—Per

Ch'yo Maru, 16th June 6 P.M.

Manila, Yap, Frederick, Wilhelmshafen,

Rabaul, Herbertshafen, Matupi, Brisbane,

Sydney, Hobart, Launceston, New Zealand,

Melbourne, Adelaide, Melbourne, Perth and

Fremantle—Per Perla Strelmund, 17th June

5 A.M.

CHINA COAST METEOROLOGICAL REGISTER.

May 23rd, 1910, 10 A.M.

Bar, Th. Hu, Wind Wr.

Vudivostok, 29.83° 49' 83" N 130.00° 49' 43" E

Nemuro, 33.10° 49' 50" S 140.00° 49' 43" E

Hakodate, 30.05° 49' 50" S 140.00° 49' 43" E

Tokio, 30.18° 49' 50" S 140.00° 49' 43" E

Kochi, 30.09° 49' 50" S 140.00° 49' 43" E

Nagasaki, 30.07° 49' 50" S 140.00° 49' 43" E

Oshima, 30.02° 49' 50" S 140.00° 49' 43" E

King Alfred, 29.95° 49' 50" S 140.00° 49' 43" E

